

Sri SANJEEVANATH IKALA.—Sir, before putting a supplementary, I have to say that my question is misinterpreted. I wanted to know only about the student and not the N. C. C.

Mr. S P E A K E R.—I will have it examined. Shall I hold it over? If this question is held over, you cannot ask any supplementaries.

Sri SANJEEVANATH IKALA.—In that case, I shall table a separate question.

In answer to (b), you have stated the qualifications required for a male candidate, whereas in your list of names there are names of women candidates. What are the qualifications required for a woman candidate?

†Sri S. R. KANTHI.—The qualifications are common for both.

Sri SANJEEVANATH IKALA.—You have stated that he must have a minimum height of 5' 3", he must be a certificate 'A' part I holder, he must be medically fit in every respect to participate in the parade and all that. Then what about she?

Sri S. R. KANTHI.—He includes she.

Mr. S P E A K E R.—Does not she include he? He is part of she.

Sri SANJEEVANATH IKALA.—Is the selection to be finally approved by the Hon'ble Education Minister or the Commander?

Sri S. R. KANTHI.—It is the Circle Commander who is the final authority in selecting candidates.

Repairs to the bridge on the River Tungabhadra at Harihar, on Bangalore—Poona Trunk Road.

*Q.—249. Sri GANJI VEERAPPA (Harihar).—

Will the Government be pleased to state :—

(a) when the bridge on the river Tungabhadra at Harihar was constructed on Bangalore—Poona Trunk Road;

(b) whether it has come to their notice that certain cracks and weak spots have developed in the said road and the bridge is rendered unsafe for traffic;

L.A.

(c) whether they have brought this to the notice of Central Government and have proposed to construct a new bridge immediately;

(d) the steps so far taken by them in this regard?

A.—Sri VEERENDRA PATIL (Minister for Public Works).—

(a) This bridge is very old and correct information as to when the bridge was constructed is not available. It is learnt that the bridge was constructed about 105 years ago.

(b) Yes.

(c) Yes.

(d) In the first instance the existing old bridge is proposed to be strengthened by extending the girders. The estimate for this work is getting ready.

Alternative sites for putting up a new bridge to replace the old one are under consideration and detailed investigations are being made.

Sri GANJI VEERAPPA.—When was it came to the notice of the Government that this bridge has been rendered unsafe for traffic?

Sri VEERENDRA PATIL.—I do not have that information. A few years ago, some $\frac{1}{8}$ " to $\frac{1}{4}$ " cracks had developed. Then Government realised that it has become highly unsafe for traffic this being the main road—Poona-Bangalore road, it had been proposed to strengthen the bridge. It is true that the bridge has become unsafe for heavy load traffic.

Sri GANJI VEERAPPA.—May I know whether an estimate has been prepared for the construction of a new bridge?

Sri VEERENDRA PATIL.—Yes, Sir. The Consulting Engineer, Government of India, has inspected that bridge in January 1962, and he has suggested to strengthen the bridge. An estimate for Rs. 60,000 has been prepared.

Sri GANJI VEERAPPA.—Are Government aware that this is a very important bridge and in view of the emergency also that this work should be taken up immediately?

Sri VEERENDRA PATIL.—Since this bridge is on the National highway, we have already prepared the estimate

(SRI VEERENDRA PATIL)

and have sent to the Government of India we are awaiting the approval of the Government of India.

Sri GANJI VEERAPPA.—Has any site been selected for this bridge?

Sri VEERENDRA PATIL.—For the second bridge, two alternative sites are selected.

Sri GANJI VEERAPPA.—May I know in respect of the present bridge where they are located?

Sri VEERENDRA PATIL.—Alternative sites are, first one on the upstream near Hospet and another downstream near Puttur.

Sri GANJI VEERAPPA.—May I know when the work will be taken up?

Sri VEERENDRA PATIL.—Again it depends upon Government of India's approval. Here, we prepare plans and estimates and send them to the Government of India for approval. Unless we receive administrative approval and technical sanction from the Government of India, we cannot take up the work.

Sri H. R. KESHA VA MURTHY.—How many more years that the bridge ensure safe travel over it?

Sri VEERENDRA PATIL.—This is 105 years old bridge. We have to strengthen the bridge because some cracks have been developed. There is a proposal to strengthen the bridge and after strengthening it may serve for some more years. There is an alternative proposal to construct another bridge near about that place.

ಶ್ರೀ ಸಿ. ಜಿ. ಮುಕ್ಕಣ್ಣಪ್ಪ.—ಮದ್ರಾಸ್ ಪ್ರಾಂತದಲ್ಲಿ ಮಧುರೆ ಬಳಿ 105 ವರ್ಷಗಳಲ್ಲಿ ಕಟ್ಟಿದಂಥ ಸೇತುವೆಗಳನ್ನು ಈಗ ಚೆನ್ನಮಾಡಿಸಿ, ಈಗ ಅದು ಪ್ರಯಾಣಿಕರಿಗೆ ಅನುಕೂಲ ಮಾಡಿರುವಾಗ ನೀವು ಇದುವರೆಗೆ ಈ ಸೇತುವೆಯ ಮೇಲೆ ಪ್ರಯಾಣ ಮಾಡಲು ಯಾರಿಂದಲಾದರೂ ಪಿ. ಡಬ್ಲ್ಯೂ. ಡಿ. ಮೂಲಕ ಚೆನ್ನಮಾಡಿಸಿದ್ದೀರಾ?

ಶ್ರೀ ವೀರೇಂದ್ರಪಾಟೀಲ್.—ಇಂತಹ ಸಂದರ್ಭದಲ್ಲಿ ಕೇಂದ್ರ ಸರ್ಕಾರದವರು ಮತ್ತು ನಮ್ಮ ಇಂಜಿನಿಯರುಗಳು ಚೆನ್ನಾಗಿ ಪರಿಶೀಲನೆಮಾಡಿ ತಾತ್ಕಾಲಿಕವಾಗಿ ಚೆನ್ನಮಾಡಿದ್ದಾರೆ. ಇದರಿಂದ 60 ಸಾವಿರದ ಅಂದಾಜು ನಷ್ಟವಾಗಿದೆ. ಇದು ಬಹಳ ಹಳೆಯ ಸೇತುವೆಯಾದ್ದರಿಂದ ಇನ್ನೊಂದು ಹೊಸ ಸೇತುವೆಯನ್ನು ಕಟ್ಟಿಸಬೇಕೆಂಬ ಪ್ರೋಗ್ರಾಂ ಇದೆ. ಕೇಂದ್ರ ಸರ್ಕಾರದ ಕಣ್ಸಲಹೆಗೆ ಇಂಜಿನಿಯರನ್ನು ಏಜಾರ

ಮಾಡಿ ಸೈಟ್ ಸೆರೆಕ್ಟ್ ಮಾಡಬೇಕು. ನಮ್ಮ ಇಂಜಿನಿಯರ್ ಎರಡು ಸೈಟ್‌ಗಳನ್ನು ಸೆರೆಕ್ಟ್ ಮಾಡಿದ್ದಾರೆ. ಆದ್ದರಿಂದ ಈಗ ಅದನ್ನು ಕೇಂದ್ರ ಸರ್ಕಾರಕ್ಕೆ ಕಳುಹಿಸಿ ಅದನ್ನು ಬೇಗ ಮಂಜೂರು ಮಾಡುವುದು ನಮ್ಮ ಉದ್ದೇಶವಾಗಿದೆ.

Sri GANJI VEERAPPA.—May I know what is the estimated value for this bridge?

Sri VEERENDRA PATIL.—The estimated cost of the first alternative site is Rs. 30 lakhs and of the second alternative site it is Rs. 25 lakhs.

ಶ್ರೀ ಸಿ. ಜಿ. ಮುಕ್ಕಣ್ಣಪ್ಪ.—ನನ್ನ ಪ್ರಶ್ನೆ ಮದ್ರಾಸ್ ಪ್ರಾಂತದಲ್ಲಿ ಕಟ್ಟಿರತಕ್ಕ ಹಳೆ ಸೇತುವೆಗಳು ಎಷ್ಟೋ ಒನ್ನೇಜು ರೋಡುಗಳನ್ನು ತಡೆಯುತ್ತಿವೆ ಮತ್ತು ಅನೇಕ ವರ್ಷಗಳು ಬಾಳಿಕೆ ಬರುತ್ತಿವೆ. ಅಂದಮೇಲೆ ಈ ಸೇತುವೆಗೆ ಅದಕ್ಕಿಂತಲೂ ಹೆಚ್ಚಿಗೆ ಶಕ್ತಿ ಉಪಯೋಗ ಮಾಡಿದರೆ ಏನಾದರೂ ಹೆಚ್ಚು ರೋಡನ್ನು ತಡೆಯುತ್ತದೆಯೇ?

Mr. SPEAKER.—You want the experiment before the repairs or after?

Sri C. J. MUCKANNAPPA.—Before repairs what is the load that it can take? About 800 to 1,000 lorries are plying in that road and that is why I put that question.

ಶ್ರೀ ವೀರೇಂದ್ರಪಾಟೀಲ್.—ಎಷ್ಟು ವರ್ಷಗಳವರೆಗೆ ಬಾಳಿಕೆಗೆ ಬರುತ್ತದೆನ್ನುವ ಪ್ರಶ್ನೆಯಿಲ್ಲ. ಈಗಾಗಲೇ ಹೆವಿರೋಡ್ ಟ್ರಾಫಿಕ್, ಲಾರಿಗಳನ್ನು ಬಡುತ್ತಿದ್ದೇವೆ. ಇನ್ನು ಬಹಳ ವರ್ಷಗಳು ನಡೆಯುವುದಿಲ್ಲ. ಅದಕ್ಕಾಗಿ ಇನ್ನೊಂದು ಸೇತುವೆಯನ್ನು ಅದಷ್ಟು ತೀವ್ರ ಕಟ್ಟಬೇಕಾಗಿದೆ. ಆದ್ದರಿಂದ ಅದರ ರೈಫ್ ತೀವ್ರತೆಗಳನ್ನುವುದರಲ್ಲಿ ಅರ್ಥವಿಲ್ಲ.

Sri G. DUGGAPPA.—Whether it has come to the notice of the Government that this bridge had collapsed in 1924 due to floods?

Sri VEERENDRA PATIL.—It is true Sir, that was during the floods of 1924.

1-30 P.M.

ಶ್ರೀ ಕುಂದೂರು ರುದ್ರಪ್ಪ.—ಅದು ಬಹಳ ಮುಖ್ಯವಾದ ರೋಡು, ಸೇತುವೆ ಅಪಾಯ ಸ್ಥಿತಿಯಲ್ಲಿದೆ. ಆದ್ದರಿಂದ ಅದನ್ನು ಜಾಗೃತವಾಗಿ ಮಾಡುತ್ತೇವೆಂದು ಹೇಳಿದರು. ಆ ಸೇತುವೆ ಕಟ್ಟಬೇಕಾದರೆ ಸಾಮಾನ್ಯವಾಗಿ ಮೂರು ನಾಲ್ಕು ವರ್ಷ ಬೇಕಾಗುತ್ತದೆ. ಆದ್ದರಿಂದ ಆ ಸೇತುವೆ ಅಪಾಯವಾಗುವುದಕ್ಕಿಂತ ಮುಂಚಿತವಾಗಿಯೇ ಆ ಸೇತುವೆಯ ಕೆಲಸವನ್ನು ತೆಗೆದುಕೊಳ್ಳುವ ವಿಚಾರದಲ್ಲಿ ಭರವಸೆಯನ್ನು ಕೊಡುತ್ತೀರಾ?

ಶ್ರೀ ವೀರೇಂದ್ರಪಾಟೀಲ್.—ಅಲ್ಲಿ ಹೊಸ ಸೇತುವೆ ಕಟ್ಟುವುದಕ್ಕೆ 3-4 ವರ್ಷ ಆಗಬಹುದು. ಈಗ ತಾತ್ಕಾಲಿಕವಾದ ಪ್ರಾಜೆಕ್ಟ್‌ಗಳು ಮತ್ತು ಎರಡು ಡೆವಲಪ್‌ಮೆಂಟ್ ಕೆಲಸಗಳು ಆಗಬೇಕಾಗಿದೆ. ಅದರೂ ಸಹ ಈಗ ಆ ಸೇತುವೆಯ ರಿಪೇರಿ ಮಾಡು

ವುದಕ್ಕೆ 65 ಸಾವಿರ ರೂಪಾಯಿಗಳ ಎಸ್ವಿಮೆಂಟ್ ತಯಾರಾಗಿದೆ.

Sri G. DUGGAPPA.—Have the Government taken measures for the safe traffic over the Bridge?

Sri VEERENDRA PATIL.— I have already replied that lorries are being allowed one by one.

Sri SANJEEVANATH IKALA.— Is there a proposal by the Central Government or the Railway Board to have a road *cum* Railway bridge?

Sri VEERENDRA PATIL.—I am not aware of any such proposal.

Mr. SPEAKER.— If you have got any special information, you may pass it on to the Hon'ble Minister.

Sri SANJEEVANATH IKALA.— I have read it with regard to similar bridges.

Activities of the Janardhanaswamy Gramodyog Sahakara Sangha, Ltd., Byrapatna Village, Channapatna Taluk.

*Q—173 **Sri B. J. LINGE GOWDA** (Channapatna).—

Will the Government be pleased to state.—

(a) when the Janardhanaswamy Gramodyog Sahakara Sangha, Ltd., Byrapatna Village, Channapatna Taluk, was formed; and who are the office-bearers;

(b) the loans granted to this Society by the Khadi and Village Industries Board, Bangalore, and actual amount of loan drawn and by whom;

(c) the activities of this Society and how many Committee meetings have been held so far?

A.—Sri K. MALLAPPA (Minister for Industries and Commerce).—

(a) The Society was registered on 14th March 1961. The office-bearers of the Society are as follows:—

Sriyuths:—

1	B. P. Sreenivasaiiah	...	President
2	Anku Gowda	...	Secretary
3	Mari Gowda	...	Director
4	Kitte Gowda	...	Director
5	Narayana Gowda	...	Director
6	Smt. Ankamma Thimme Gowda	...	Director
7	Smt. Devamma Anku Gowda	...	Director

I	II	III
(b) <i>Amount of loan granted.</i>	<i>Amount of loan drawn.</i>	<i>Name of person drawing the loan.</i>
Rs. 4,750	Rs. 4,750	Sri Ankugowda, Secretary, Janardhanaswamy Sahakara Sangha, Ltd., Byrapatna.

(c) The Society has undertaken the following activities:—

- 1 Hand Pounding of Paddy Industry;
- 2 Gur and Khandasari Industry; and
- 3 Village Oil Industry.